

## **4.1 RTIP UPDATE**



Riverside County Regional Complex  
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November 14, 2006

Jonathan Nadler  
Planning and Policy Department  
Environmental Planning Division  
Southern California Association of Governments  
818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, California 90017

Re: November 28, 2006 TCWG RIV041052 Scope Change/Conformity Review Discussion  
Agenda Item Addition Request

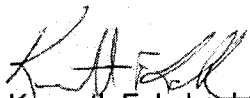
As part of Amendment 02 to the 2006 Regional Transportation Improvement Program (RTIP), RCTC has included a scope change on behalf of Moreno Valley's Nason St & Moreno Beach Drive ICs improvement project programmed in RIV041052. The scope change involves changing the Nason St IC through-lanes capacity from the current programmed and modeled (#357) level of 2 to 6 lanes to be 2 to 4 lanes.

As part of the required conformity review for Amendment 02, RCTC is requesting a discussion of the project at the November 28, 2006 Transportation Conformity Working Group (TCWG) to help determine if a "down-scoping" change to a modeled project is allowable through a formal amendment. The request originates from a previous discussion that has occurred among SCAG, SanBAG, Caltrans, and FHWA concerning a similar proposed project down-scoping change in San Bernardino County.

The Nason St IC change results from a corresponding land-use change and City General Plan amendment that reflects a traffic demand for the arterial now warranting widening only from 2 to 4 lanes. As currently programmed in the 2006 RTIP, the project description will be inconsistent with the developing environmental document and could impact the project schedule if not corrected through Amendment 02.

Please direct any questions concerning this request to Ken Lobeck, at 951.787-7141 or via email at [klobeck@rctc.org](mailto:klobeck@rctc.org).

Thank you,

  
Kenneth F. Lobeck  
Staff Analyst

Attachments:

1. Moreno Valley Memo to SCAG for TCWG discussion
2. RIV041052 – Nason St- Moreno Beach Dr ICs Attachments

## MEMORANDUM

TO: JONATHAN NADLER, SCAG / TCWG

FROM: MARGERY LAZARUS, CITY OF MORENO VALLEY  
& DAVID SPEIRS, PARSONS

DATE: 11-13-2006

SUBJECT: PROPOSED AMENDMENT TO RTIP DESCRIPTION FOR  
RTIP ID# RIV041052, TO AMEND PROJECT DESCRIPTION

### BACKGROUND:

The City of Moreno Valley (City) proposes to make operational improvements at the State Route 60 (SR-60)/Moreno Beach Drive Interchange and the Nason Street Overcrossing (project). The purpose of this memorandum is to present a request to the TCWG to review the proposal by the City to amend the scope of the project (and the RTIP project description) by "down-scoping" the proposed number of lanes on Nason Street Overcrossing from the previously proposed configuration of "2 to 6 Lanes" to "2 to 4 Lanes".

The project description currently listed in the Adopted 2004 RTIP is as follows:

*SRS60/NASON ST IC + MORENO BEACH DR IC: WIDEN NASON OC 2 TO 6 LNS;  
MODIFY MORENO BEACH DR IC - WIDEN 2 TO 6 LNS, REALIGN/WIDEN RAMPS,  
ADD WB ON RAMP, ADD EB/WB AUX LN*

The proposed, amended project description is as follows (changes noted in Bold)

*SRS60/NASON ST IC + MORENO BEACH DR IC: **WIDEN NASON OC 2 TO 4 LNS;**  
MODIFY MORENO BEACH DR IC - WIDEN 2 TO 6 LNS, REALIGN/WIDEN RAMPS,  
ADD WB ON RAMP, ADD EB/WB AUX LN*

The reason for the proposed change in the project description is that the City completed General Plan revisions during 2006 and based upon the new adopted General Plan, the proposed ultimate configuration for Nason Street has been "down scoped" from a 6-lane arterial to a 4-lane arterial.

The project location and the limits of the proposed change along Nason Street are shown on the attached figures.

### JUSTIFICATION FOR THE PROPOSED CHANGE:

- When the Nason Street project (see attached figure) commenced, the City's Circulation Element identified Nason Street as a six-lane facility, based on traffic forecasts performed in the late 1980's.
- The City's new General Plan (adopted in July 2006) adjusted land-use assumptions in the eastern portion of the city. The former General Plan assumed

more commercial and other high-density development than is now considered economically feasible, and the new land-use element addresses this issue by planning for lower-density development in that area.

- As a result of the change, forecast traffic levels on the east side of town decreased. Specifically, the current build-out traffic forecast for Nason Street over SR-60 is 18,400 vehicles per day.
- The City's ADT threshold for requiring a six-lane cross section is 30,000 vehicles per day at level of service C and 33,750 vehicles per day at level of service D. Therefore, it was determined that a four-lane cross section would be sufficient to serve the forecast traffic demand, and thus the decision to downgrade Nason Street to four lanes was made.

### **PROJECT DESCRIPTION (RTIP ID # RIV041052)**

The City of Moreno Valley (City) proposes to make operational improvements at the State Route 60 (SR-60)/Moreno Beach Drive Interchange and the Nason Street Overcrossing (project). The project is needed to improve safety, to bring the roadway and bridge features up to current standards, and to provide acceptable levels of service on the freeway ramps and the ramp terminal intersections. The project proposes the following elements described below and shown the Project Vicinity Map.

1. ***Replacement of the existing Nason Street Overcrossing at SR-60, including widening of the approaches*** - The proposed project would replace the existing two-lane bridge with a new overcrossing that would provide four through lanes plus dedicated turn lanes with standard lane widths, shoulder widths, and sidewalks. In conjunction with the bridge widening, the roadway approaches to the bridge would also be widened, and a portion of the eastbound off-ramp and eastbound on-ramp would be re-graded to match the revised profile at Nason Street. Standard vertical clearance over SR-60 would be provided for the proposed bridge structure.
2. ***Additions of auxiliary lanes along SR-60*** - The proposed project would provide auxiliary lanes between the Nason Street ramps and the Moreno Beach Drive ramps.
3. ***Improvements at the intersection of Moreno Beach Drive and Eucalyptus Avenue*** - The proposed project would relocate the existing (EB) ramps intersection northerly to a proposed "diamond ramp configuration" and would reconstruct the west leg of the existing Eucalyptus Avenue/Moreno Beach Drive intersection.
4. ***Offsite drainage improvements along Ironwood Avenue (Line K-1)*** - The proposed drainage system along Ironwood Avenue (Line K-1) would divert a portion of the storm drain flows from the existing system at Moreno Beach Drive to the "Nason Basin" located in the northeast corner of the SR-60/Nason Street interchange. This improvement is in accordance with the 1992 master plan of drainage and was concurred with by the City and Caltrans.
5. ***Reconfiguration and reconstruction of ramps at the SR-60/Moreno Beach Drive interchange*** - South of SR-60, the existing nonstandard on- and off-ramps

would be replaced with a proposed diamond configuration for the EB ramps. A traffic signal would be provided at the intersection of these ramps. North of SR-60 a WB off-ramp to Moreno Beach Drive is proposed as well as a loop on-ramp for southbound traffic on Moreno Beach Drive to WB SR-60 on-ramp. A traffic signal would be provided at the intersection of these ramps. Ramp meters would be provided for both the EB and WB on-ramps. Also a direct on-ramp for southbound Moreno Beach Drive traffic to the WB SR-60 is provided.

6. ***Replacement of the existing Moreno Beach Drive Overcrossing at SR-60-***  
The existing two-lane bridge would be replaced with a new overcrossing that would provide six through lanes plus dedicated turn lanes with standard lane and shoulder widths and sidewalks. Standard vertical clearance over SR-60 would be provided for the proposed bridge structure.

#### **TRAFFIC FORECASTS (RTIP ID # RIV041052)**

##### **(Excerpt from August 15, 2006 Traffic Study by Parsons)**

The forecast year for this project is 2035. Traffic forecasts for that year for the Build and No Build conditions were developed by the firm of Urban Crossroads, Inc. and approved for use by Caltrans at a meeting of the Project Development Team on December 8, 2005. The forecasts are fully documented in a letter from Urban Crossroads to Mr. Craig Neustaedter, the City's traffic engineer, dated January 10, 2006. That letter (hereafter "Urban Crossroads Forecasts") is presented in Appendix 3. In summary, the forecasts were developed using the Moreno Valley Traffic Model (MVTM), which is validated to 1997 conditions.

The MVTM forecast year reflects buildout of the City's General Plan. Buildout in the study area is not expected until after 2035. For the Nason Street corridor 90% of growth to buildout was assumed for the year 2035. For the Moreno Beach Drive corridor, 80% was assumed. The forecast method used a growth increment approach in which the difference between the future year model and existing year model volumes is added to the existing year ground count to provide the future year forecast. A similar procedure was used to forecast peak hour intersection turning movement volumes.

This traffic study used the Urban Crossroads Forecasts for analysis at both the Moreno Beach Drive and Nason Street interchanges. The use of those forecasts at the Nason Street interchange, rather than the forecasts previously prepared for the Nason project, is based on changed land use assumptions, different forecast years, and other information summarized in a letter from Craig Neustaedter to Neal Denno of Parsons dated February 21, 2006 and presented in Appendix 3.

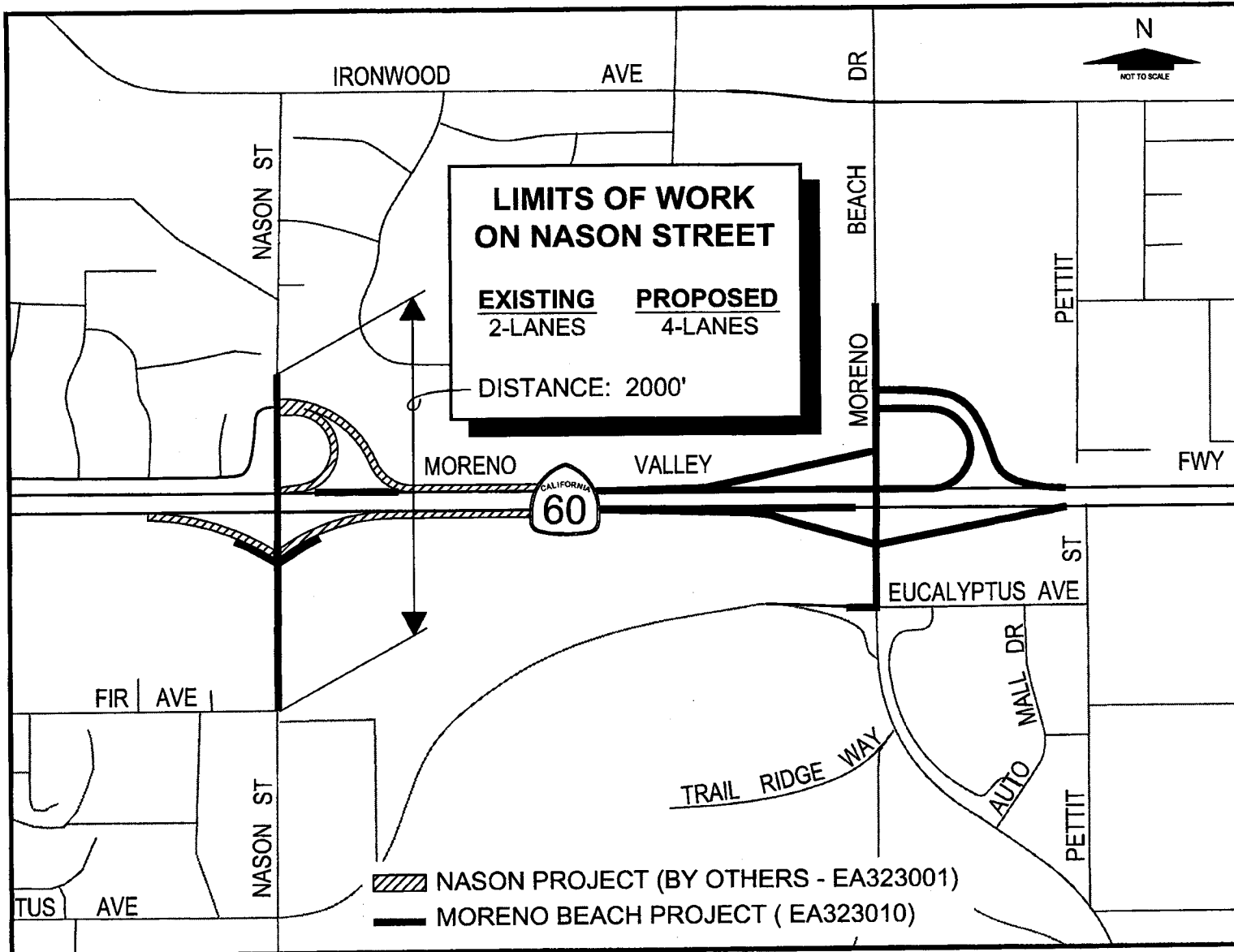
All of the Urban Crossroads Forecasts were reviewed for reasonableness and accuracy. Some limited refinements were made to maintain conservation of flow.

**RIV-60 MORENO BEACH DRIVE**  
**RTIP ID #RIV041052**  
**CALTRANS EA 323010**

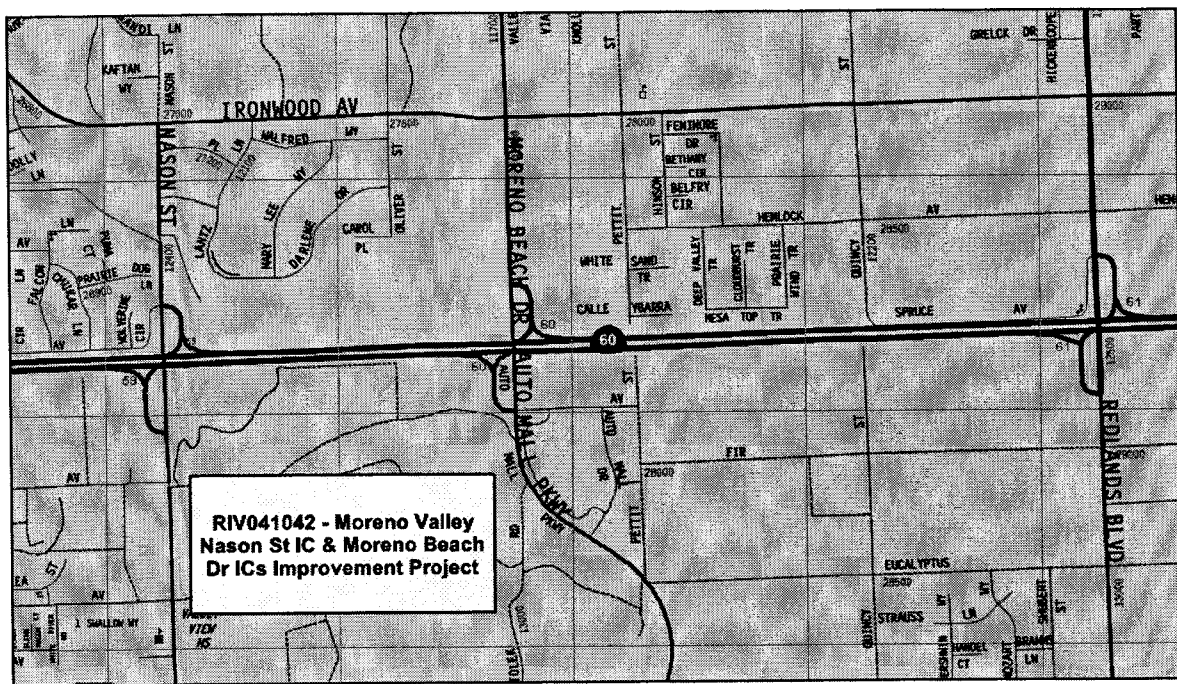
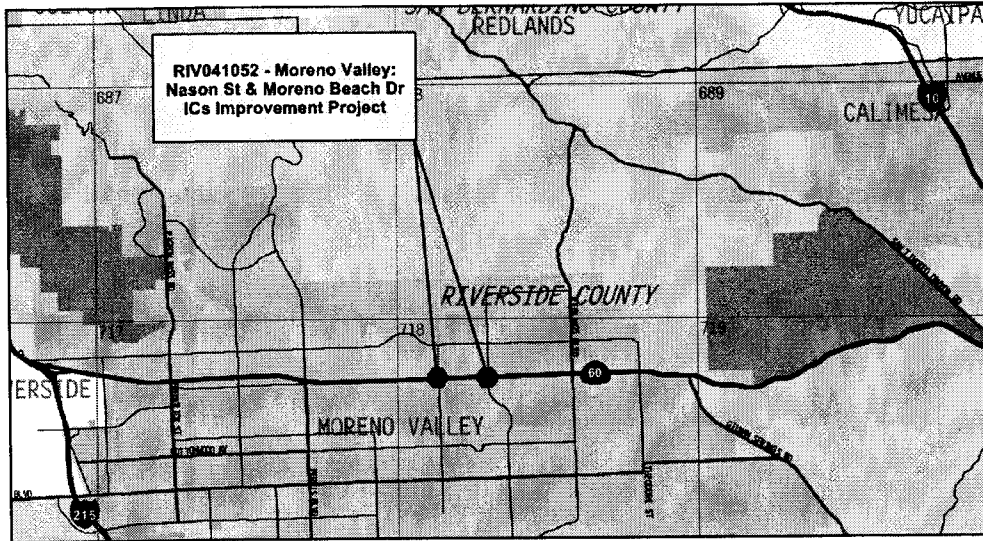
**PROPOSED AMENDED RTIP PROJECT DESCRIPTION:**

SRS60/NASON ST IC + MORENO BEACH DR IC: WIDEN NASON OC 2 TO 4 LNS

MODIFY MORENO BEACH DR IC - WIDEN 2 TO 6 LNS, REALIGN/WIDEN RAMPS, ADD WB ON RAMP, ADD EB/WB AUX LN (EA: 323010)



**RIV041052**  
**Lead Agency: Moreno Valley**  
**SR60/Nason St and Moreno Beach Dr ICs Improvement Project**  
**Project Location Map**







## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2006 Federal TIP (FY 2006/2007 - 2011/2012)

Print Date: 11/2/200

County Proposed Amendments

SORT: BY SOURCE

Project ID RIV041052

## PROJECT REPORT

All State  
County: All

System S

Lead Agency MORENO VALLEY

Route 60

Source/FTIP 06FTIP

Amend # 2

Post Mile 17.90

Env. Doc. CE 12/01/06

Basin SCAB

to 19.80

TCM N

Model # R357

Element 2

County RIVERSIDE

Change Reason SCOPE CHG

Program CAXT3

Description:

Completion Date 03/30/11

Yr Added 2004

SR60/NASON ST IC + MORENO BEACH DR IC: WIDEN NASON OC 2 TO 4 LNS; MODIFY MORENO BEACH DR IC -  
WIDEN 2 TO 6 LNS, REALIGN/WIDEN RAMPS, ADD WB ON RAMP, ADD EB/WB AUX LN (EA: 323010)

LOCAL

Fund Name	YEAR	Eng. Cost	R/W Cost	Cons. Cost	Fund Total
WRVTUMF	2004/2005	\$400			\$400
WRVTUMF	2005/2006	\$400			\$400
WRVTUMF	2006/2007	\$1,200			\$1,200
WRVTUMF	2007/2008	\$1,200	3,500		\$4,700
WRVTUMF	2008/2009	\$600	5,500	7,000	\$13,100
WRVTUMF	2009/2010			23,000	\$23,000
WRVTUMF	2010/2011			12,000	\$12,000
					<u>\$54,800</u>
		<u>\$3,800</u>	<u>\$9,000</u>	<u>\$42,000</u>	

Subtotal

Project

RIV041052

Page: 1 of 2

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

2006 Federal TIP (FY 2006/2007 - 2011/2012)

**Print Date:** 11/2/200

County Proposed Amendments

**PROJECT REPORT**

**SORT: BY SOURCE**

**Project ID** RIV041052

All State

County: All

(Funds are in thousands of dollars)

**Total Cost: \$54,800**

**Comments:**

06 Amend 02 - Nov 06: Revised costs/TUMF adjustments. 2006 Update: R/W Cons phases added w/ TUMF. Nason OC phase follow-on to 32300.